

Decision title:	Langrove Speed Limit Reduction
Date of decision:	26 July 2023
Decision maker:	Service Director Environment and Highways
Authority for delegated decision:	<p>Economy and Environment Scheme – Highways and Transport 75. To act on behalf of the council in respect of the legislation specified in the Road Traffic Regulation Act 1984. The authorisation limit is within the financial procedure rules and is sufficient for the decision and that the officer has authority under the contract procedure rules.</p> <p>Authorisation limit is within the financial procedure rules and is sufficient for the decision and that the officer has authority under the contract procedure rules.</p>
Ward:	Llangarron
Consultation:	<p>Following the completion of the initial assessment, a Formal (Statutory) Consultation process was undertaken from 2nd December 2021 to 24th December 2021, whereby a consultation letter and proposal plan were sent to all Statutory Consultees via email. During this process, no objections were raised in relation to the recommendations as part of this TRO. A summary of the responses received during the Formal (Statutory) Consultation process is included as Appendix D.</p> <p>The Notice of Proposal stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 5th May 2022 to 27th May 2022. During this process no objections were raised from the Statutory Consultees nor from members of the public. During this consultation the Ward Councillor confirmed their full support and four representations of support from the general public were received. A summary of the responses received during the Notice of Proposal stage is included as Appendix E.</p> <p>Ward Councillor – Fully supports the proposals.</p> <p>Parish Council – Fully supports the proposals and are self-funding the TRO process.</p> <p>Traffic Management Advisor (TMA), West Mercia Police – Offered no objections to the proposals.</p> <p>Hereford and Worcester Fire and Rescue Service – Issued no response to the consultation.</p> <p>Road Haulage Association – Issued no response to the consultation.</p> <p>Freight Transport Association – Issued no response to the consultation.</p> <p>West Midlands Ambulance Service – Issued no response to the consultation.</p>
Decision made:	Introduce 20mph speed limit in Llangrove, Herefordshire.
Reasons for decision:	<p>A request was originally submitted by the Parish Council to undertake a Traffic Regulation Order (TRO) process to reduce the existing 30mph speed limit throughout the village of Llangrove to a 20mph speed limit. This scheme is being self-funded by the Parish Council.</p> <p>An on-site assessment and meeting with the Local Member and Parish Council were undertaken by officers in November 2021. During the</p>

assessment officers noted the roadside environment with housing affronting the main road through the village and the presence of a primary school and church. The majority of the roads throughout the village do not possess footways and are narrow.

At the meeting, the Parish Councillors and Local Member stressed the desire to lower the speed limit, the primary purpose being to improve road safety and preserve amenity throughout the village particularly given the presence of the local primary school with young children using the road and the lack of pedestrian refuges.

Department for Transport's (DfT) 'Setting Local Speed Limits' document lists key factors for consideration during site assessments regarding local speed limits. One of these is the collision history. Analysis of collision data for the latest 5-year period from 2017-2021 (inclusive) showed no personal injury collisions having taken place within the village.

Another key factor in the document for consideration is 'current traffic speeds'. More specifically for a 20mph speed limit, mean vehicle speeds are considered. The Parish Council had commissioned three Automatic Traffic Count (ATC) Surveys in May 2021. This data was used as part of the site assessment. The speed survey data is included as Appendix C. Speed data comprising mean vehicle speeds (mph) are summarised in the table below.

	Eastbound	Westbound
ATC 1 (Llangrove West)	21.5	21.1
ATC 2 (Llangrove Central)	20.3	20.3
ATC 3 (Llangrove East)	25.5	24.2

The speed data demonstrates that the vast majority of the speeds are within the Association of Chief Police Officers (ACPO) guideline intervention level for 20mph speed limits of 24mph. They clearly show that a 20mph speed limit is likely to be enforceable by the police as the majority of vehicles are already travelling close to this speed.

Following the completion of the initial assessment, a Formal (Statutory) Consultation process was undertaken from 2nd December 2021 to 24th December 2021, whereby a consultation letter and proposal plan were sent to all Statutory Consultees via email. During this process, no objections were raised in relation to the recommendations as part of this TRO. A summary of the responses received during the Formal (Statutory) Consultation process is included as Appendix D.

During this consultation process, the Traffic Management Advisor for West Mercia Police stated that they fully understood the reasoning for the proposal and acknowledged that the mean speeds were in line with DfT guidance. It was stated that the 85th percentile speeds were slightly higher than the ACPO guideline intervention level of 24mph, but that this was countered by the very low volume of traffic in the area. So, in real terms the number of vehicles travelling at high speed was extremely low. They therefore offered no objections to the proposals.

The Notice of Proposal stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 5th May 2022 to 27th May 2022. During this process no objections were raised from the Statutory Consultees nor from members of the public. During this consultation the Ward Councillor confirmed their full support and four representations of support from the general public were received. A summary of the responses received during the Notice of Proposal stage is included as Appendix E.

According to the Road Traffic Regulation Act (RTRA) 1984, it is the duty of a highway authority to 'manage their road network' and 'to improve road safety'. Section 122 of the RTRA 1984 states that local authorities must, so far as is practicable, exercise their functions under the RTRA so as to 'secure the expeditious, convenient and safe movement of traffic'.

DfT's 'Setting Local Speed Limits' document states that it may be appropriate to consider the implementation of a 20mph speed limit within a village when streets are primarily residential in nature, or usage by pedestrians or cyclists is high. The document also states that the level of 'vulnerable road users' is another key factor to consider when assessing a potential speed limit change. This is the case in Llangrove, which is a residential village with limited footways leading to high road usage by pedestrians. The presence of the local primary school also means that the volume of vulnerable road users is significant.

In conclusion, the proposed 20mph speed limit seeks to improve road safety and amenity throughout the village of Llangrove and is therefore in alignment with section 122 of the Road Traffic Regulation Act 1984. The proposal also aligns with DfT's 'Setting Local Speed Limit' guidance. The existing mean vehicle speeds support the proposal, and the Traffic Management Advisor for West Mercia Police has offered no objections. There is full support from the Local Member and Parish Council as well as from the local residents.

It is, therefore, advised to progress with the recommendations outlined in this report for the reasons set out above.



Appendix E.pdf



Appendix D.pdf



Appendix C.pdf



Appendix B.pdf



Appendix A.pdf

Equality Considerations

The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.

The recommendations set out in this report are considered to be low impact with regards to equality. The proposals aim to improve road amenity and safety, thus paying regard to the council's duty according to the Equality Act 2010 as set out below.

Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Any impact as a result of the scheme will be equal to all parties.

	See Appendix F of this report for Equality Impacts and Needs Assessment (EINA).
<p>Highlight any associated risks/finance/legal/equality considerations:</p>	<p>Community impact</p> <p>The recommendations outlined above will have a positive impact on the local community. The implementation of the proposed 20mph speed limit will seek to improve road safety and amenity. The proposals are therefore in alignment with Section 122 of the Road Traffic Regulation Act 1984.</p> <p>Environmental Impact</p> <p>Herefordshire Council provides and purchases a wide range of services for the people of Herefordshire. Together with partner organisations in the private, public, and voluntary sectors we share a strong commitment to improving our environmental sustainability, achieving carbon neutrality and to protect and enhance Herefordshire’s outstanding natural environment.</p> <p>The development of this project has sought to minimise any adverse environmental impact and will actively seek opportunities to improve and enhance environmental performance.</p> <p>The implementation of the proposals should result in improved road safety and amenity and provide an environment where people (notably school children) feel it is safer to walk, cycle or ride throughout the village.</p> <p>Resource implications</p> <p>The cost of the implementation of the proposals is approximately £20,000 This includes costs for statutory consultation, preparing and making the TRO, signage, road markings and advertising. This cost is to be covered in full by the Parish Council.</p> <p>Legal implications</p> <p>The introduction of a new TRO under Section 84 of the Road Traffic Regulation Act 1984 will be required.</p> <p>Part 2 of the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (‘the 1996 Regulations’) lays out the procedure prior to making an order. Regulations 6 and 7 require the Council as Highway Authority to undertake a formal consultation on the TRO and publish the proposals. Regulation 8 allows for any person or persons to make objections and requires that the Council, as Highway Authority, consider any objections received after the formal statutory consultation process, (which includes advertising in a local newspaper). A subsequent report will include any such objections or comments, for consideration.</p> <p>The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted in accordance with Regulation 14 of the 1996</p>

Regulations. Following consideration of the consultation responses the Council has decided not to modify the proposals.

The Council has received no Objections. Before the Order can be made it will need to be publicised in accordance with the requirements of Regulation 7 of the 1996 Regulations. This includes publication of a notice of the proposals in a newspaper circulating in the locality of the area where the road which is the subject of the Order is located. This must be done within two years of the date the order is first publicised in a newspaper circulating in the locality of the area where the land to which the Order relates is located. Within 14 days of the order being made it is necessary in accordance with Regulation 17 of the 1996 Regulations to publish a notice of making in a newspaper circulating in the area in which any road or place to which the Order relates is situated.

Once an Order is made by the Council it will need to be publicised in accordance with the requirements of Part 3 of the 1996 Regulations. The Order cannot come into force before the order has been publicised in accordance with these requirements. The time period for challenge is three months from the date of the making of the Order.

Risk management

The Local Transport Plan sets out to reduce the number and severity of casualties on the highway network in Herefordshire and provide a highway network that is safe and efficient. A Key Performance Indicator is contained in this Local Transport Plan and details a locally set target for a reduction in fatal or serious injuries on the highway network. The adoption of the recommendations in this report would contribute to these objectives in the Local Transport Plan.

It is important for safety, and their effectiveness that speed limits are imposed appropriately having regard to the type of factors considered in this report. This is the case at Llangrove.

There is a small risk that the proposals may not achieve routine compliance. However, the proposed 20mph speed limit will be in place within the village where it is clear to drivers that they have entered a built-up residential environment. Additionally, the nature of the roads within the village are narrow and existing vehicle speeds show that vehicles are largely travelling within the ACPO guideline intervention level for a 20mph speed limit currently. The restrictions will also be accompanied by terminal signage and repeater signage. The risk of non-compliance is therefore negligible.

Details of any alternative options considered and rejected:

Not to make any changes to the current 30mph speed limit – This is not recommended as it would fail to achieve the primary purpose of the proposal which is to encourage low vehicle speeds throughout the village with a view to improving road safety and amenity. This is with particular regard to the local primary school present on the main road through the village as well as the parish church, both of which result in a number of vulnerable road users regularly using the road. The proposals are in alignment with section 122 of the Road Traffic Regulation Act 1984. They are also supported by the Parish Council, Local Member, and local residents.

Details of any declarations of interest made:	None

Signed..... Date:

Please ensure that signatures are redacted before publishing.